

King County Metro Transit wants to hear from you about proposed bus service changes

Changes are being proposed for bus service in and around the following areas:

- **Auburn**
- **Kent**
- **Sea-Tac Airport**
- **Maple Valley/Four Corners**
- **Tukwila Commuter Rail Station**
- **Kent East Hill**
- **Glencarin/North Meridian Park**
- **Covington**
- **Enumclaw**
- **Black Diamond**

King County Metro Transit is proposing changes to bus service in Auburn, Kent, Maple Valley/Four Corners, Tukwila Station, Kent East Hill, Glencarin/North Meridian Park, Covington, Enumclaw, and Black Diamond, and to and from Sea-Tac Airport. These changes would include new service and changes to existing routes and would shift some bus service to areas that are currently under-served. Your comments will help King County Metro Transit decide which, if any, of these changes to make.

In this newsletter, you will find:

- Descriptions of the proposed changes;
- Maps showing the proposed changes;
- A postage-paid questionnaire for you to fill out and return to us with your comments; and
- A list of alternate ways for you to tell us what you think about these proposals.

Questionnaire and comments are due by February 10, 2006.

Please tell us what you think about the proposals outlined in this newsletter. They include:

- **Changes** to routes 150, 152, 154, 168, 185, 186, and 915.
- **A new** Route 180, providing a weekday connection to Sea-Tac Airport.
- **Replacement** of routes 151, 160, and 163 with new service.
- **Elimination** of Route 912.

Ways to comment on these proposals

In addition to completing the enclosed questionnaire and returning it to us by mail, or filling it out online at transit.metrokc.gov, you can:

- **Attend a drop-in open house** (see dates, places and times below);
- **E-mail your comments** to marnie.mcgrath@metrokc.gov;
- **Call our message line** at 206-684-1146 to record your comments; or
- **Send written comments** to: King County Department of Transportation Community Relations and Communications KSC-TR-0824 201 S. Jackson St. Seattle, WA 98104

Public open house schedule

Drop in at an open house to learn more about these proposals and share your ideas with Metro Transit planners.

Thursday, January 26, 5 - 8 p.m.

Auburn City Hall Council Chambers,
25 W. Main St.
Served by Metro Transit routes 150, 151, 152, 181, 186, 915, and 917; and ST Route 565.

Tuesday, January 31, 11 a.m. - 1 p.m.

Kent Campus of Green River Community College,
417 Ramsey Way, Room 237
(entrance just west of Pac-Sun in the Kent Station commercial complex)
Served by Metro Transit routes 150, 164, 166, 168, 169, and 183; and ST Route 565.

Tuesday, January 31, 5 - 8 p.m.

Kent Campus of Green River Community College,
417 Ramsey Way, Room 237
(entrance just west of Pac-Sun in the Kent Station commercial complex)
Served by Metro Transit routes 150, 164, 166, 168, 169, and 183; and ST Route 565.

Questionnaire inside 

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King County Department of Transportation
Community Relations and Communications
201 S. Jackson St.
Seattle, WA 98104

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Why make changes?

Every few years, under the guidance of King County’s Six-Year Transit Development Plan, Metro Transit redesigns bus service in response to changes in where people live, work, and travel. Metro is trying to respond to many competing needs in south King County by managing its available resources to serve the most riders.

Overall goals of these proposed changes

Metro Transit is looking for ways to:

- **make** the best use of existing resources;
- **provide** better connections between local bus service and Sounder trains;
- **start** direct service between Auburn-Kent and Sea-Tac Airport;
- **move** buses to areas with greater potential ridership; and
- **improve** bus stop facilities in the area.

Please see the following pages for details on the routes proposed for change, the routes that will not change, and the new routes Metro proposes to add in order to better serve south King County.

Routes that would be changed

This publication includes information on the following routes proposed for changes: **150, 152, 154, 168, 185, 186, and 915.**

Routes that would be replaced by new service

The following routes are proposed to be eliminated and replaced by a new bus route: **151, 160, and 163.**

Route that would be discontinued

The following route is proposed to be discontinued: **912**

Routes NOT proposed for change

The following routes are **NOT** proposed for revision: **153, 158, 159, 162, 164, 166, 169, 181, 183, 914, 916, 917, and 918.** They will continue to run exactly as they do now even if all of the proposals are accepted, although schedules may change to improve connections with other service.

What happens next?

Metro Transit is now conducting public outreach to gather comments on the proposed changes. Metro staff members will review public comments and make appropriate changes to the proposals. Throughout this review, Metro Transit works with a community-based sounding board of local bus riders and key stakeholders.

In March, the proposals will be sent to the King County Executive, who, after review, will forward his recommendations to the King County Council Transportation Committee. The full council, after inviting another round of public comment, will act on the proposed changes in April and May. If you would like to receive notices about these meetings, you must include your name and address when you fill out the enclosed questionnaire or complete it online at **transit.metrokc.gov**.

If adopted, these changes to King County Metro Transit routes would go into effect on Saturday, September 23, 2006.

Route 180

Why make changes?

- *Provide replacement service between Auburn and Kent:* If Route 150 were shortened to operate only between Kent and downtown Seattle, replacement service would be needed between Auburn Station and Kent Station/Transit Center.
- *Operate a new direct service linking Auburn, Kent, and Sea-Tac Airport:* Significant numbers of employees working in the Sea-Tac Airport area live in Auburn and Kent. Traveling by bus to Sea-Tac Airport from the Auburn and Kent areas currently is time-consuming and requires one or two transfers.

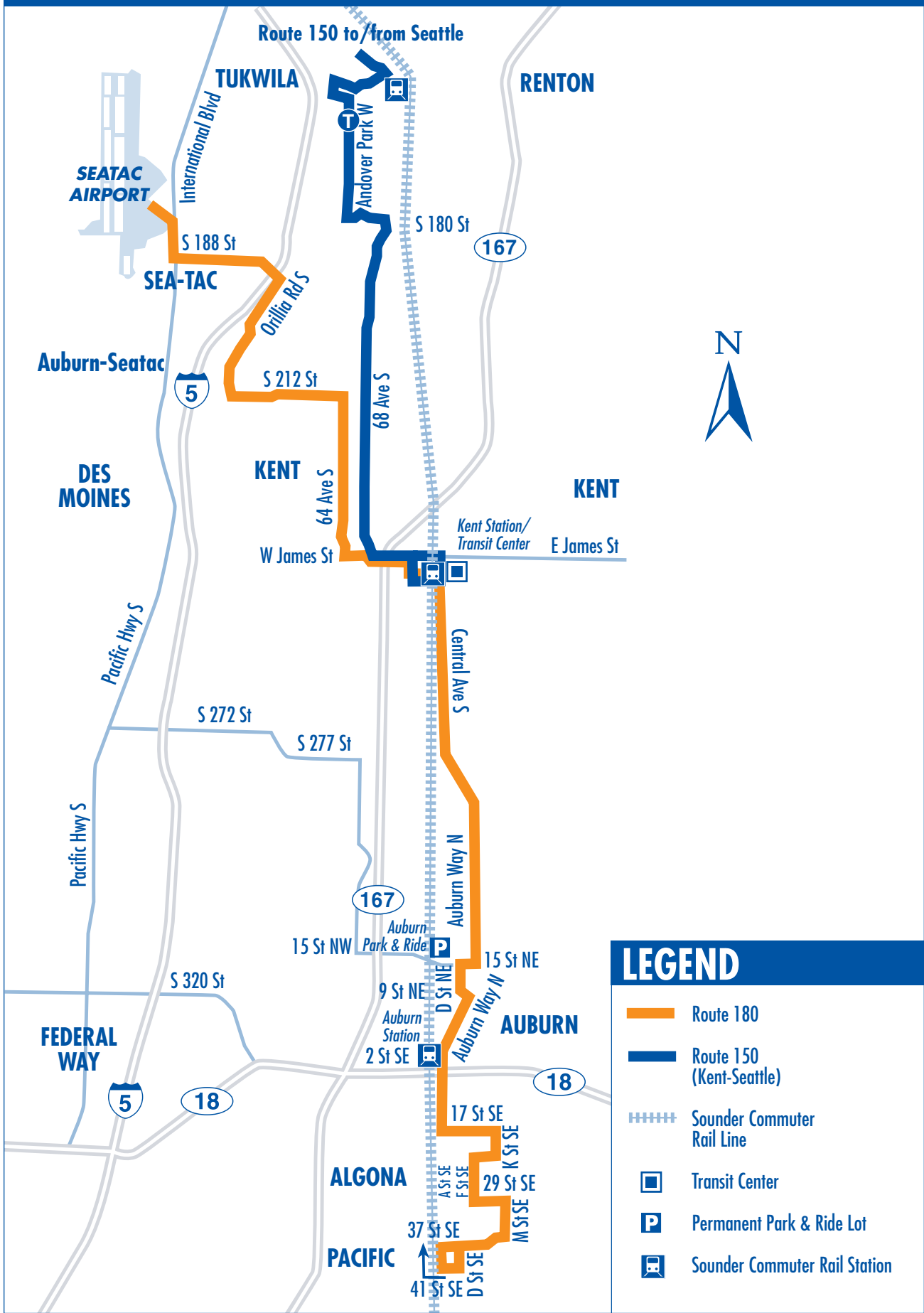
Proposed changes

- *Replace Route 151 with new Route 180, and extend from Auburn to Kent:* New Route 180 would operate seven days a week between southeast Auburn, Auburn Station, and the Kent Station/Transit Center. Trips would be scheduled to connect well with Route 150 in both directions.
- *New a.m. and p.m. weekday routing between Kent and Sea-Tac Airport:* During extended peak hours on weekdays, Route 180 trips would operate two-way service between Kent Station/Transit Center and Sea-Tac Airport via 64th Avenue S and Orillia Road.
- *Streamline routing in Auburn to speed up service:* In north Auburn, Route 180 would operate via 9th Street NE and D Street NE, and would not enter Auburn Park-and-Ride. (Bus stops are located near the park-and-ride along D Street NE and 15th Street NE.)
- *Larger buses:* Standard-size, 40-foot transit buses would be assigned to operate Route 180, replacing the smaller 30-foot buses currently used on Route 151.
- *Discontinue service to Lakeland Hills:* Service would no longer operate to and from Lakeland Hills during weekday peak hours.

Frequency and hours of service

- *Weekday service:* On weekdays, Route 180 would begin service at approximately 3 a.m. Between about 3 a.m. and 8 a.m. and between 12:45 p.m. and 5:45 p.m., Route 180 trips would operate two-way service between Kent Station/Transit Center and Sea-Tac Airport. Route 180 trips would be scheduled to arrive at Sea-Tac Airport every 30 minutes between about 3:45 a.m. and 7:45 a.m. In the afternoon, Route 180 trips would leave Sea-Tac Airport every 30 minutes

Map 2: Route 180 (new)



between about 12:45 p.m. and 5:45 p.m. Service between Kent and Sea-Tac Airport would operate in both directions. During midday and evening hours, Route 180 would operate every 30 minutes between southeast Auburn and Kent, and connect with Route 150 trips at the Kent Station/Transit Center through at least 11:30 p.m.

- *Weekend service:* Route 180 would operate between southeast Auburn and Kent every 30 minutes starting at about 5 a.m. on Saturdays and 5:30 a.m. on Sundays, and would connect at the Kent Station/Transit Center with Route 150 trips leaving downtown Seattle through at least 11:30 p.m.
- *Future plans:* When additional resources are available in the future, Metro would consider expanding Route 180 to full-time service between Kent Station/Transit Center and Sea-Tac Airport.

Advantages

- *New direct airport connection:* New Route 180 would provide a new, direct, weekday peak-hours connection between Auburn, Kent, and Sea-Tac Airport.
- *Improved north-south service in Auburn:* New Route 180 would replace portions of existing routes 150 and 151 between Auburn Station and Kent Station/Transit Center and would provide continuous north-south service through Auburn 19 to 21 hours a day.
- *Earlier service:* Route 180 would start service earlier in the morning than existing Route 151.

Disadvantages

- *Transfers would be required in Kent:* Auburn riders with destinations in Tukwila or downtown Seattle would have to transfer at the Kent Station/Transit Center.
- *Peak service would be discontinued to Lakeland Hills.*

Routes 152, 912, and 915

Why make changes?

- *Declining ridership on commuter bus service to downtown Seattle:* Ridership has declined over the last five years on Route 152 as some riders have switched to Sounder commuter rail service.
- *Limited hours of operation on service between Enumclaw and Auburn:* Route 915 currently is limited to midday operation on weekdays between Enumclaw and Auburn, and does not operate at all on weekends.
- *Very low ridership between Enumclaw and Covington:* Route 912 averages only 20 daily riders between Enumclaw and Covington.

Proposed changes

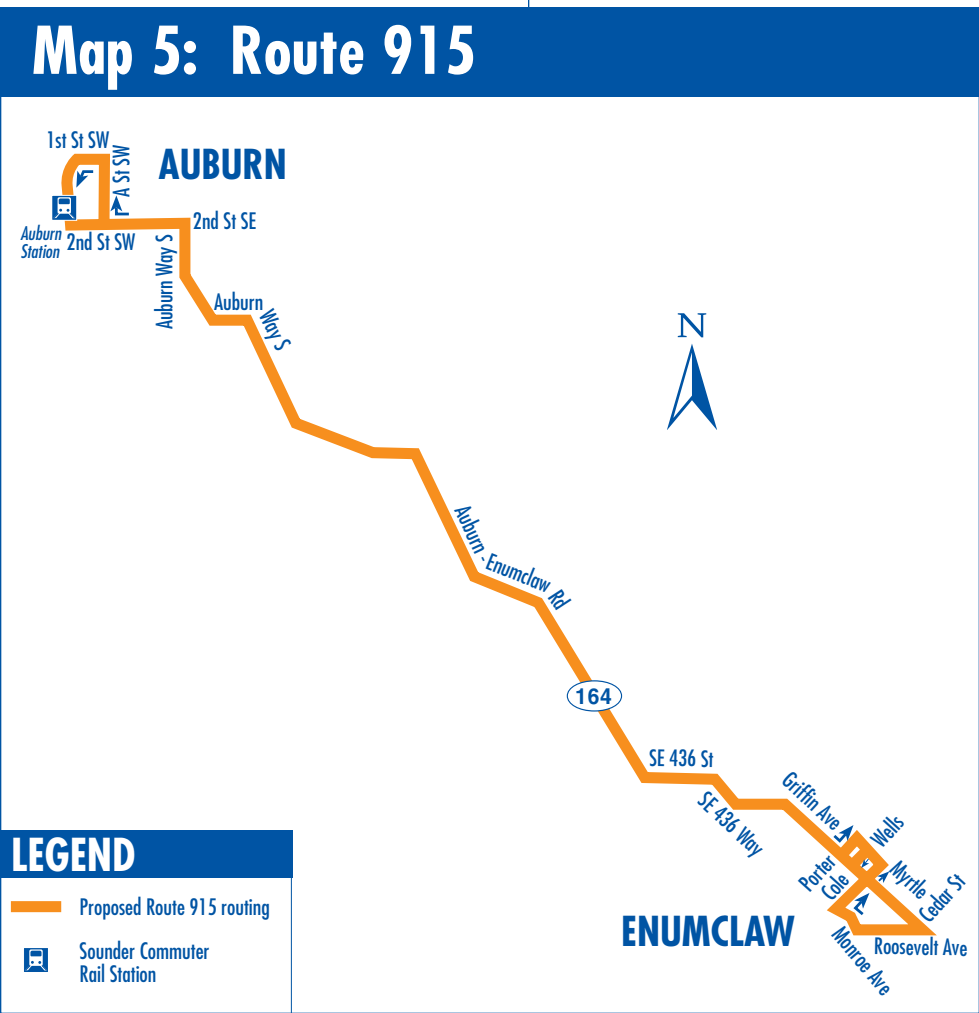
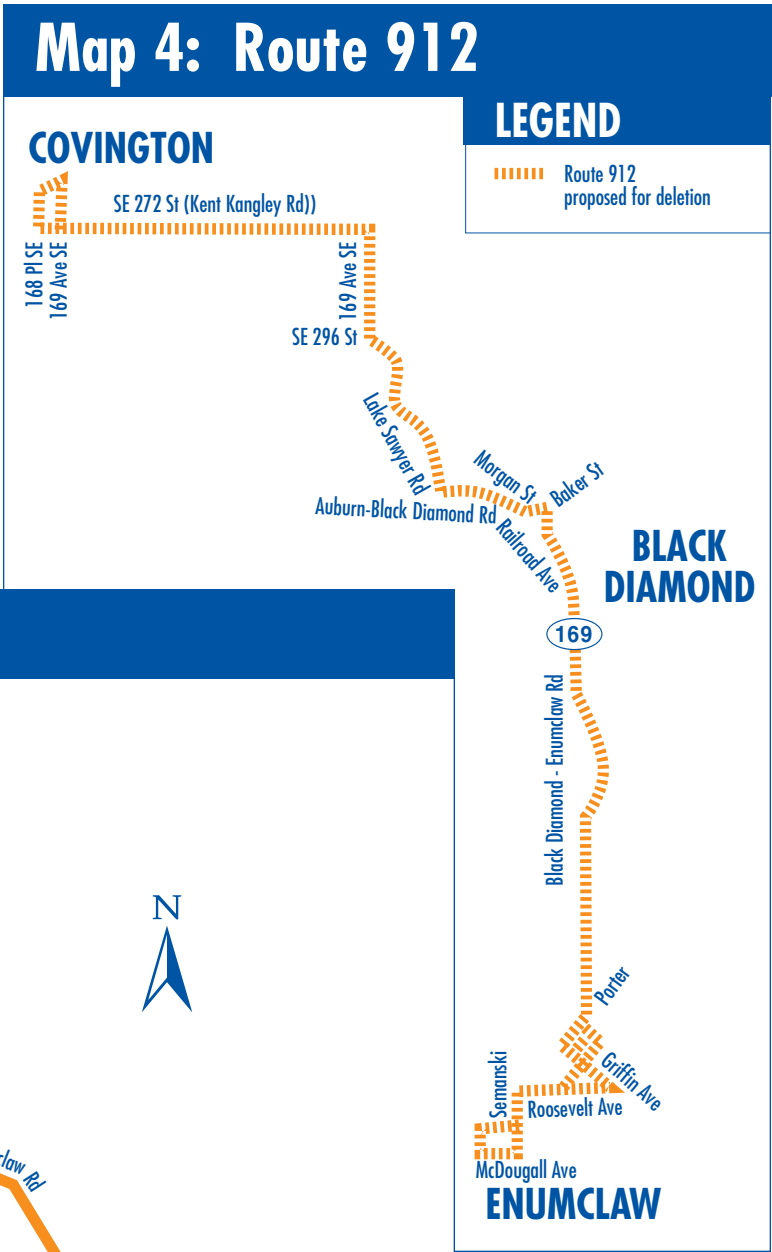
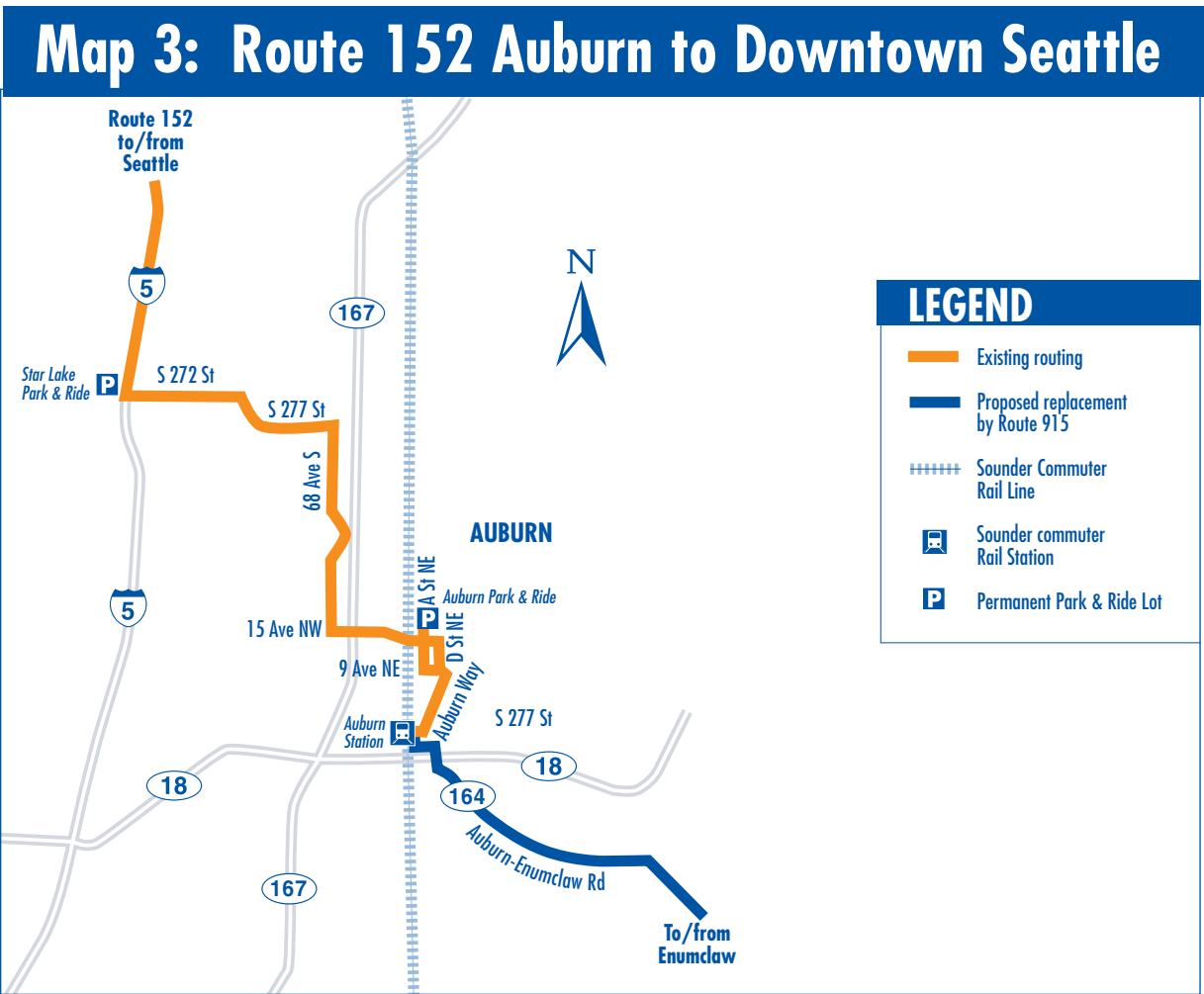
- *Revise Route 152 to operate between Auburn and Seattle only:* Route 152 would no longer operate between Enumclaw and Auburn. Replacement service between Enumclaw and Auburn would be provided by expanded service on Route 915.
- *Revise Route 915 routing in Auburn:* Route 915 would be revised to operate on Auburn Way S between 2nd Street SW and 6th Street SE.
- *Discontinue Route 912:* Service on Route 912 would be discontinued, and its resources reallocated to other service changes in the Auburn-Kent area.

Frequency and hours of service

- *Route 152:* Seven morning northbound trips and seven afternoon southbound trips would be operated on weekdays, reflecting current ridership patterns.
- *Route 912:* Service would be discontinued.
- *Route 915:* Service during weekday peak hours would be provided every 30 minutes, with trips scheduled to connect either with Sounder trains or Route 152 trips at Auburn Station. Midday service would operate every 90 minutes. On Saturdays, Route 915 would operate every 90 minutes between approximately 7 a.m. and 7 p.m.

Advantages

- *Improved integration with Sounder commuter rail service:* Route 915 would provide feeder bus service between Enumclaw and Auburn Station, with scheduled connections to Sounder trains and Route 152 trips.



- *New Saturday service between Enumclaw and Auburn:* Route 915 would provide Saturday service between Enumclaw and Auburn.
- *More straightforward routing in Auburn:* Route 915 would operate more directly to Auburn Station and provide improved coverage along Auburn Way S.

Disadvantages

- *Transfers would be required for Enumclaw riders:* Enumclaw riders would have to transfer between Route 915 and either Sounder trains or Route 152 during weekday peak hours.
- *There would be no weekday service between Enumclaw and Covington.*

Route 154

Why make changes?

- *Current service is limited:* On weekdays, Route 154 currently operates only two morning northbound trips and two afternoon southbound trips between southeast King County and the Duwamish area.
- *Requests for more connections at Tukwila Station:* Employers and commuters have requested new and expanded bus connections at the Tukwila Sounder commuter rail station to Gateway.

Proposed changes

- *When Sounder trains are operating:* Route 154 would operate three northbound trips in the morning from Tukwila Station to Federal Center South (East Marginal Way S/S Hudson Street), timed to connect with northbound Sounder trains to Seattle. In the afternoon, Route 154 would operate three southbound trips from Federal Center South to Tukwila Station, timed to connect with southbound Sounder trains to Auburn and Tacoma.
- *When Sounder is not operating:* Route 154 would operate one northbound trip from Auburn Station at about 5:00 a.m., serving Kent Station/Transit Center, East Marginal Way S, and Federal Center S. In the afternoon, Route 154 would operate one southbound trip from Federal Center S to Auburn Station at about 2:30 p.m., serving East Marginal Way S and Kent Station/Transit Center.
- *Interconnection with new Route 161:* When operating through Tukwila Station, Route 154 trips would be interconnected with new Route 161, serving Glencarin and North Meridian Park (see Page 7).

Advantages

- *More trips:* Route 154 would operate twice as many trips as the existing service.
- *Fast and reliable Sounder service:* Sounder commuter rail offers reliable, fast service between Pierce County, Auburn Station, and Tukwila Station.
- *More connections at Tukwila Station:* Sounder commuters would have more choices for bus connections at Tukwila Station.
- *Interconnection between Route 154 and new Route 161:* The interconnection with new Route 161 would provide

direct bus service between North Meridian Park/Glencarin and the Duwamish area.

Disadvantages

- *Most trips would require a transfer from/to Sounder trains:* Riders from Auburn and Kent on most trips would have to ride a Sounder train to Tukwila Station to connect with Route 154 service.



Route 161

Why make changes?

- *Respond to requests for more Sounder connections:* Commuters have requested more bus connections to Sounder commuter rail trains, particularly from the area north of SE 240th Street.

Proposed changes

- *Existing routes 160 and 163 would be replaced by new Route 161:* New Route 161 would consolidate and replace weekday commuter service on existing routes 160 and 163. New Route 161 would operate a counterclockwise loop in the morning and a clockwise loop in the afternoon through North Meridian Park and Glencarin, and cover a portion of the existing Route 163 routing via 108th Avenue SE, Carr Road/S 180th Street, and Lind Avenue SW.
- *When Sounder trains are operating:* New Route 161 would operate four morning trips and four afternoon trips scheduled to connect with Sounder trains at Tukwila Station.
- *When Sounder trains are not operating:* New Route 161 would operate two morning trips and two afternoon trips between North Meridian Park/Glencarin and the Tukwila Park-and-

Ride, scheduled to connect with frequent service on Route 150.

- *Interconnection with Route 154:* When operating through Tukwila Station, three new Route 161 trips in the morning and afternoon would be interconnected with Route 154, serving Gateway Corporate Center, East Marginal Way S, and Federal Center S.

Advantages

- *More service on one route:* New Route 161 would operate six morning and six afternoon trips on weekdays, more service at more times than is currently provided individually on routes 160 and 163.
- *Fast and reliable Sounder service:* Sounder commuter rail offers reliable, fast service between Tukwila Station and downtown Seattle.
- *Connection between Route 154 and new Route 161:* The interconnection with Route 154 would provide direct bus service between North Meridian Park/Glencarin and the Duwamish area.

Disadvantages

- *Transfers would be required on all trips:* Riders would have to transfer at either Tukwila Station or Tukwila Park-and-Ride for connecting service to and from Seattle.

Routes 185, 186

Why make changes?

- *Reduce service duplication:* Routes 185 and 186 duplicate other fixed routes.
- *Improve service convenience and reliability:* Routes 185 and 186 are one-way loop routes that require out-of-direction travel for many riders and have difficulty staying on schedule.

Proposed changes

- *Replace the Route 185 fixed routing:* Metro would provide scheduled Dial-A-Ride (DART) transit service in northeast Auburn.
- *Revise Route 186 to operate a more direct routing:* Metro would provide DART service in several south Auburn neighborhoods.

Frequency and hours of service

- Route 185 serving northeast Auburn would operate every 60 minutes weekdays and Saturdays between approximately 8:30 a.m. and 4 p.m.
- Route 186 serving southeast Auburn would operate every 60 minutes on weekdays and Saturdays between approximately 8 a.m. and 4:30 p.m.

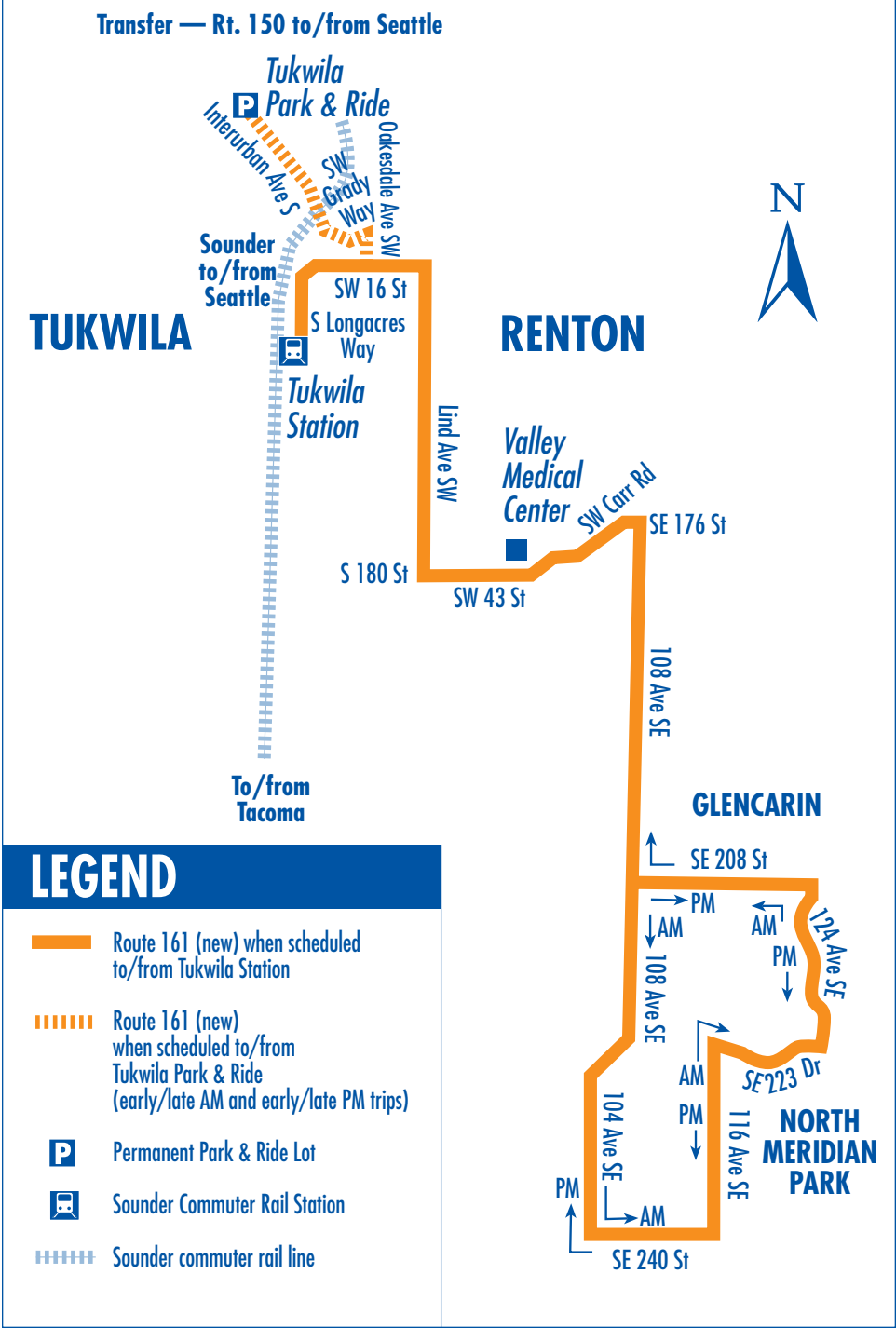
Advantages

- The new DART option would increase service flexibility, as vans would operate on a regular route but also could pick up or drop off riders at other locations on request.
- Shorter and more direct routings would reduce travel time and make service more reliable.

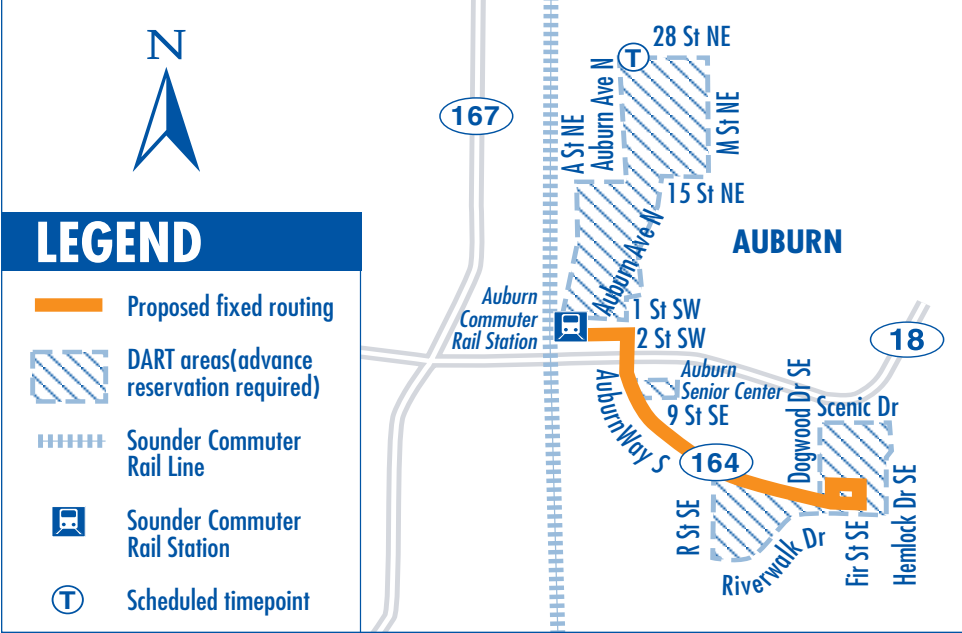
Disadvantages

- Access to DART service may require an advance call to arrange for a pick-up.
- A limited number of DART requests can be accommodated on any single trip.

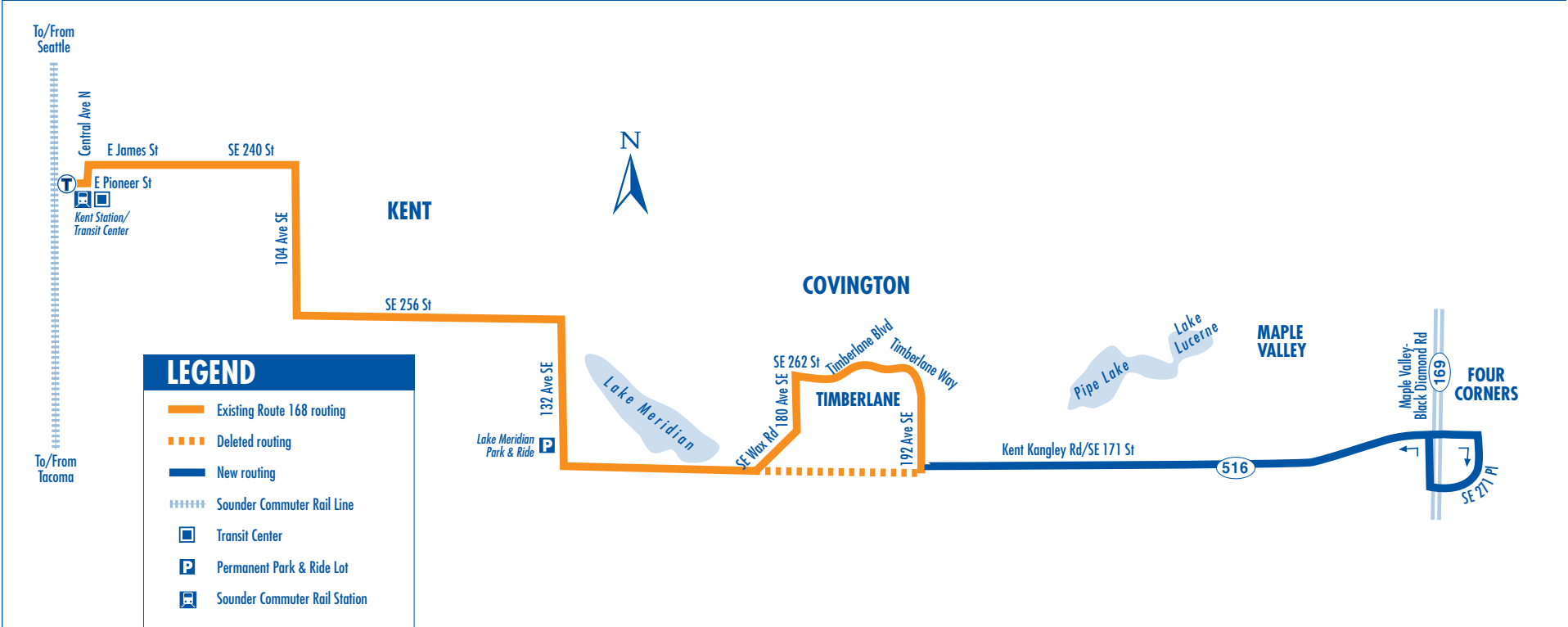
Map 7: Route 161 (new)



Map 8: Routes 185, 186



Map 9: Route 168



Route 168

Why make changes?

- Respond to requests for expanded service coverage: Residents of Covington and the Four Corners area of Maple Valley have requested transit service into Kent.
- Improve service efficiency and effectiveness: Residents of the Timberlane area have requested two-way service through their neighborhood instead of the existing one-way loop.

Proposed changes

- Route 168 would be extended to Four Corners: Route 168 would be extended

seven days a week from Timberlane to Four Corners in Maple Valley (Kent Kangley Road/Maple Valley-Black Diamond Road).

- Hours of operation and frequency would not change: Route 168 would continue to operate every 60 minutes with approximately the same hours of operation (weekdays 4:45 a.m. to 11:30 p.m., Saturdays 5:30 a.m. to 11:30 p.m., Sundays 6:30 a.m. to 8:30 p.m.).

Advantages

- Expanded coverage: The extension of Route 168 to Four Corners would provide new service along Kent Kangley Road between 192nd Avenue SE and

Maple Valley-Black Diamond Road.

- Two-way service through Timberlane: Route 168 would provide two-way service through Timberlane, instead of the existing one-way loop that requires some riders to wait and transfer.

Disadvantages

- Competition with other needs: Because new resources would be needed to extend Route 168 to Four Corners, the change would compete for resources needed to make improvements on other Auburn and Kent bus routes.



King County
METRO

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Metro Transit Division
Community Relations and Communications
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This publication and questionnaire are available on the Metro Online Web site, transit.metrokc.gov

Alternate Formats Available
206-684-1154 TTY Relay: 711

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